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**INFORMATION REPORT**

COUNTRY Germany (Russian Zone)

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SUBJECT Volkswerft Rechlin

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1. The Volkswerft Rechlin belongs to the Vereinigung Volkseigener Werften VVB (V71). It lies on the Glavs-See, Kreis Neustrelitz, in a fairly remote area since the main railway line, which runs between Mirow (N54/U33) and Neustrelitz (N54/U54), lies south of the Glavs-See and the Mueritz-See (N54/U24). The yard employs about 165 workers.
2. The types of vessels constructed by the yard are the following:
  - a. Wooden cutters constructed of 20 mm skin planking, having two centerboard wells and equipped for cars. Production of these cutters, which are handled by a crew of ten men, was started in December 1949, with two cutters scheduled for completion by 1 December 1950. Fifteen cutters were supposed to be completed by 1 January 1951 but only three had been completed in March. The initial order consisted of 100 cutters.
  - b. Assault boats built of 4 mm plate metal, with a length of 6.2 meters. These boats are designed for a crew of 9 men. Engines and other equipment are not installed at this yard and source had no details concerning them. Only three of these boats had been completed by the end of March 1951.
3. The former dredger GOLLITH was converted at the yard into a salvage ship. It is now 39 meters long and 12 meters wide, is powered by a diesel engine and is equipped with two cranes of 60 and 80 tons respectively. It has a crew of 12 men and the work was completed on it in November 1950. It was brought to Fuerstenberg/Oder (053/V71) where it was held for a time because of disagreements about the cost of the work.
4. Oars and buoys are also produced here. Spar buoys, conical buoys and other channel marking equipment are delivered to the Waterways Administration in Stralsund at the rate of two carloads per day.
5. The annual production is 1,300,000 East Marks. Of this sum, 500,000 are for

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repairs. Among others, two speed boats were repaired and two pilot boats were converted.

6. Five thousand meters of **outlet** pipes for dredgers have been ordered from the yard. These pipes are 6 meters long and have a **diam.** of 90 cm. They are made of the same plate metal used in the construction of the assault boats mentioned above and which mostly comes from Berlin-Hennigsdorf. It is often defective and breaks easily, since too much poor scrap metal is apparently used in it and, also, the percentage of sheet metal scrap is too high in relation to the amount of steel scrap used.
7. A police school is to be set up within the yard area under the cover of an FDJ water sports school. Fifty students are supposed to start training there on 1 July 1951 in order to graduate as ships captains. The necessary buildings have already been repaired and will shortly be ready.

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KEY TO AT ACHLINT

( Drawn from memory and only approximately correct)

0. Engine rooms
  1. Metal shop
  2. Vehicle fitter's shop
  3. Ships' office
  4. Office building (6 stories)
  5. New cutter buildings, carpenter's shop (not in use)
  6. Drying rooms (not yet in use)
  7. Power grid (high voltage lines lacking)
  8. Old machine frames (Maschinengatter)
  9. Old cutter buildings
  10. Slip area (three engines, 3 winches, ropes etc.)
  11. New transformer installation
  12. Old transformer installation
  13. Communications center (destroyed)
  14. Photographic reproduction equipment building
  15. Radio building (FT) building
  16. TUR (sic) building
  17. Instruments building
  18. Testing buildings
- Buildings 14 to 13 are now  
being readied for the police  
school.

Russian Area

19. Parking area for tank trucks (50 to 60 heavy trucks with trailers which carry jet fuel from the railway siding and bring it to the Laerz airfield to the jet planes there since underground storage space is not available)
20. Rechlin RR station (jet planes are unloaded here and are then brought to the airfield at night).
21. Former Headquarters building
22. Russian barracks
23. Three gasoline pumps
24. Garages for the tank trucks and trailers
25. Russian barracks (for the flying units, from 3 to 5,000 men)
26. Radio (FT) building (now headquarters building)
27. Guard
28. Administrative building
29. Red Club
30. Officers' quarters
31. Officers' colony

LAERZ AIRFIELD

32. Earth huts; guard
33. Take off runway, 1,300 x 18 meters
34. Switching tracks for railway tankcars carrying jet fuel
35. Airfield command post
36. Direction-finding stations
37. Taxiway occupied by 100 modern jet fighters which are covered up at night with branches but which remain uncovered during the daytime. There is also a transport plane for parachute jumping practice and a few bi-planes with radial engines. From 200 to 250 men are stationed at the airfield. From 1800 to 0600 hours, the field is patrolled. The guard consists of an 80-men detachment. Their transportation is two ZIS trucks.

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